

ACME LUMBER Company

DRY LUMBER IN WET WEATHER

Do you know that we have 15,000 square feet of lumber under cover? We not only cover our lumber, but we have over 3,000 square feet in our wood shed. Dry lumber in wet weather is all right, and dry wood is just as good.

ACME LUMBER CO.

Foot of Westanna St Phone East 1846



As an illustration of the very few elements contained in a successful picture I will say that a simple landscape containing the side of a hill divided into agreeable spaces by a tiny stream or a road, a footpath or a ravine, will give you only two spaces in your foreground. It should be remembered that the road, stream or footpath should not divide the landscape into horizontal spaces which are parallel with the base line of the picture, nor should it be divided into triangular spaces which are equal to each other. Nature seems to have abolished the exact rules of measurement in the arrangement of her beauties, and we cannot do better than to accept of this hint from nature. The sky space is divided into unequal parts by the roof of a dwelling outlined against the sky, or by a tree, one of the ordinary kind, and as unobtrusive as the landscape; and with these simple elements we have all of the material needed for a picture which will have sufficient strength so that it will appeal to all by its simplicity in line and its close and intimate relation to those simple bits of nature which are appreciated by all who have the true art loving spirit within them.

I am aware that there is always a tendency to introduce a figure wherever a road is found, and this may be well where the other elements of the arrangement are so very plain that they contain no natural beauty in themselves, and the figure is needed to give interest to the picture; but in a composition where the few simple elements worked with are in themselves beautiful, the introduction of a figure is an experiment attended with a considerable danger of weakening the composition by the introduction of another element of only ordinary importance. And yet I have known artists who have been considered famous, and whose pictures commanded high prices, to fill a road from near foreground to distance with groups of figures having no possible relation to each other, and then, as if this was not sufficient, to introduce as a side issue in the right foreground, at some distance from the road, a pair of lovers under a tree, apparently unconscious that the world contained others than themselves.—Chas. E. Fairman, in Camera and Dark Room.

A SHIP THAT FLIES.

Dream of Ages Has Been Attained by American Genius.

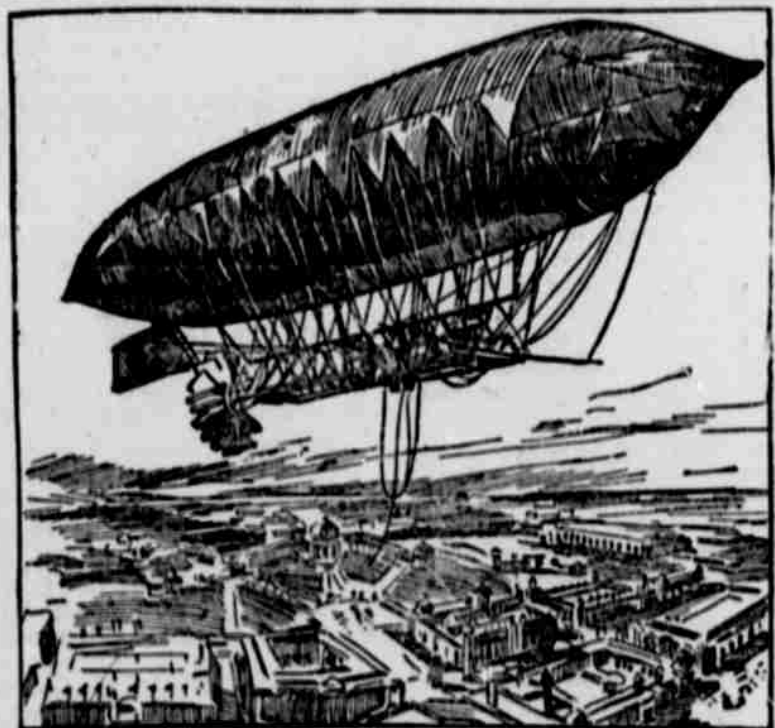
A spectacle which aroused unbounded enthusiasm among the vast concourse of people who witnessed it was the successful flight of Thomas S. Baldwin's great airship at the World's Fair grounds in St. Louis. The airship, which is called the "California Arrow," was navigated by A. Roy Knabenshue, of Toledo.

The California Arrow, as the Baldwin airship is called, is the result of 30

far attained, by means of its own engines, not taking the wind into account is 12 miles an hour, but the usual rate is only about eight miles an hour.

One of the exciting incidents of the trial of the airships was the escape of the California Arrow. After a trial flight while the Arrow was being lowered to repair a slight break in the machinery, the rope was dragged from the hands of the assistants and the ship soared into the air and disappeared in a northwesterly direction.

The runaway ship was found next morning about 18 miles west of St.



BALDWIN'S AIRSHIP, THE CALIFORNIA ARROW.

years of experimental work on the part of its inventor, Capt. T. S. Baldwin. It has a cigar-shaped gas bag of varnished Japanese silk, 52 feet long and 17 feet in diameter, with a capacity of 8,000 cubic feet. On the upper surface and at the ends the silk is doubled and at the points of greatest strain trebled.

The car, 40 feet long, is a light framework of white cedar braced with piano wire. It is, in section, a perfect equilateral triangle, so that the whole is in the shape of a right prism, save that it grows smaller and smaller towards the ends. It is pulled through the air by a two-bladed silk propeller, 11 feet from tip to tip, set at an angle of 20 degrees at the front end of the car. The draught of air caused by its 200 revolutions a minute serves to prevent explosions by constantly cooling the Hercules gasoline engine set about eight feet from the forward end of the car. The engine weighs only 66 pounds, but performs 2,500 revolutions a minute and has a working capacity of seven-horse power.

The aeronaut has a seat and conning platform about 12 or 13 feet further back, and he can move from one end to the other of the car at will, though a change of position of less than two feet is sufficient to cause the craft to ascend or descend in the air by raising or lowering the elevation of the beam. At the rear there is a rudder of 6x10 feet, made of light canvas stretched on a bamboo frame. The total weight of the whole apparatus is only about 220 pounds. The maximum speed thus

Louis. The ship had sailed low, and the anchor caught in a tree. There were two small rents in the gas bag, but otherwise the ship was uninjured. A half hour's work served to repair the damage.

A Poor Receipt.

"Don't talk to me about the receipts in that magazine," said Mrs. Lane, with great energy. "Wasn't that the very magazine that advised me to put on that sody solution and leave the tablecloth out overnight to take off those yellow stains?"

"I'm inclined to think it may have been," said Mrs. Lane's sister, with due meekness. "I sent you a number of them in the spring, I remember."

"Well, and what happened?" asked Mrs. Lane, with rising wrath.

"Didn't the stains disappear?" asked her sister.

"Disappear!" said Mrs. Lane, in a withering tone. "It was the tablecloth that disappeared. I don't know anything about the stains."

Enormous Debts to English Milliners.

The other day I saw published the balance sheet of a limited liability milliners' establishment. If I remember rightly, the debts unpaid were set down at about £30,000. By the amount of credit in this one establishment, one can judge of the enormous sum owed to all milliners by their customers collectively. It is well known that heavy commissions are offered to ladies who introduce customers and that many ladies are not above accepting them.—London Truth.